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tive of cell phone use. Then, if the cell phone is in use, the IR port in the phone will be triggered and the delay, as well as the termination of the call, will be carried out by a routine in the phone. This simple approach would be effective for operations where the cell phone is not to be used at any velocity. Thus, if the auto is moving, the IR signal is sent. There is no need for any setting input and control within the automobile's computer system. However, if any sort of maximum velocity control is to be practiced, then it is desirable to have a program in the cell phone controlling the velocity settings, the warning, the delay timeout and the termination of the call. In this operation, the automobile's computer control system would encode the auto's velocity into the beamed IR signal which would be decoded at the cell phone and compared to the maximum velocity already encoded into the cell phone. The result would trigger appropriate warning and termination. With this programming done in the cell phone, the cell phone service provider would be able to update the cell phones firmware, e.g. flash ROM to provide for changes in the permitted maximum velocity. This approach also makes it possible for the service provider to provide for different maximum velocities in different cities or states by simply transmitting new operating parameters over the cellular network.

A determination is then made as to whether the delay period has timed out, step 55. A No returns the process to step 55 where the timeout is awaited. A Yes turns the cell phone off and the process is returned to initial step 51 where another use of the cell phone is awaited.

In a variation of the control of cell phone use, the user may be charged at a very high rate by his cell phone service provider for use of the phone at velocities above the maximum. This option is shown by the dashed line path in FIG. 5 after a Yes decision in step 52 that the maximum velocity had been exceeded. The cell phone is not turned off but the time at a velocity exceeding the maximum is recorded, step 57, that time is provided to the service provider for billing purposes, step 58, and the process is returned to step 52 where the velocity continues to be monitored to determine if it continues to be in excess of the maximum velocity.

Although certain preferred embodiments have been shown and described, it will be understood that many changes and modifications may be made therein without departing from the scope and intent of the appended claims.

What is claimed is:

1. An automobile computer control system for limiting the usage of wireless telephones in moving automobiles comprising:

wireless means for sensing when the velocity of the automobile exceeds a predetermined velocity;

means for sensing when said wireless telephone is in use by the driver of said automobile; and

means responsive to both of said sensing means for limiting said use of said wireless telephone by said driver of said automobile when the velocity of the said automobile exceeds said predetermined velocity.

2. The automobile control system of claim 1 wherein said wireless telephone is a cellular telephone.

3. The automobile control system of claim 2 wherein said predetermined velocity is any moving velocity.

4. The automobile control system of claim 2 wherein said wireless means for sensing are infrared means.

5. An automobile computer control system for limiting the usage of wireless telephones in moving automobiles comprising:

means in said automobile for emitting a signal towards the driver of the automobile when the velocity of the automobile exceeds a predetermined velocity;

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means on the wireless telephone for sensing said emitted signal when said wireless telephone is in use by the driver of said automobile; and

means responsive to said sensing means for limiting said use of said wireless telephone by said driver of said automobile upon the sensing of said emitted signal.

6. The automobile control system of claim 5 wherein said wireless telephone is a cellular telephone.

7. The automobile control system of claim 6 wherein said predetermined velocity is any moving velocity.

8. The automobile control system of claim 6 wherein said means in said automobile for emitting said signal emits an infrared signal.

9. The automobile control system of claim 8 wherein said means on said wireless telephone for sensing said emitted signal comprises infrared signal sensing means.

10. The automobile control system of claim 9 wherein said means in said automobile for emitting said signal emits a narrow beam infrared signal directed towards the driver, whereby said narrow beam signal is sensed only if said cellular telephone is being used by the driver of said automobile.

11. The automobile control system of claim 1 wherein said means for limiting the use of said wireless telephone turns off said wireless telephone when the velocity of said automobile exceeds said predetermined velocity.

12. The automobile control system of claim 11 further including:

means for notifying the driver that the wireless telephone will be turned off after a brief time period after said sensing that the velocity of the automobile has exceeded said predetermined velocity; and

means for delaying the turning off of said wireless telephone for said brief time period.

13. The automobile control system of claim 1 wherein said means for limiting the use of said wireless telephone when the velocity of said automobile exceeds said predetermined velocity includes means for notifying the service provider of said wireless telephone, whereby said service provider may charge higher rates when said velocity exceeds said predetermined velocity.

14. The automobile control system of claim 13 wherein said means for notifying said service provider includes:

means for transmitting, along with the voice data during the driver's use of said wireless telephone, additional data indicating that said velocity exceeds said predetermined velocity.

15. The automobile control system of claim 11 further including:

means permitting the receiving of an incoming telephone transmission on said turned off wireless telephone; and means for turning off said incoming transmission after a brief predetermined time period.

16. The automobile control system of claim 11 further including:

means for storing a set of emergency telephone numbers; and

means for enabling said turned off wireless telephone to call any one of said set of emergency telephone numbers.

17. A computer controlled method for limiting the usage of wireless telephones in moving automobiles comprising: sensing when the velocity of the automobile exceeds a predetermined velocity;

wirelessly sensing when said wireless telephone is in use by the driver of said automobile; and